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Listing of the Claims:

1. (Withdrawn.) A method of forming a door shield mountable on an inner surface of a vehicle door comprising the steps of:
  - forming a first layer of a hydrophobic, air restrictive but breathable face scrim;
  - forming a second layer of one of a lofted fiber pad and an open-cell polymeric foam;
  - and
  - joining the first and second layers together.
2. (Withdrawn.) The method of claim 1 wherein the step of forming the first layer comprises the step of:
  - forming the first layer with an air permeability greater than zero.
3. (Withdrawn.) The method of claim 1 further comprising the step of coordinating:
  - coordinating the air permeability of the first layer and the second layer to optimize sound absorption.
4. (Withdrawn.) The method of claim 3 wherein the coordinating step of further comprises:
  - optimizing desired frequency sound absorption.
5. (Withdrawn.) The method of claim 1 further comprising the step of:
  - applying a chemical low surface tension agent to one surface of the first layer.
6. The method of claim 1 wherein the step of forming the first layer comprises the step of:
  - forming the first layer as a controlled permeability non-woven scrim.
7. (Withdrawn.) The method of claim 1 wherein the step of forming the second layer further comprises the step of:
  - forming the second layer of polyester lofted non woven fiber pad.
8. (Withdrawn.) The method of claim 1 wherein the step of forming the second layer of a lofted fiber pad comprises the step of:
  - forming the lofted fiber pad of one of a polymer and natural fiber.
9. (Withdrawn.) The method of claim 5 wherein the step of applying the chemical low surface tension agent comprises the step of:

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forming the chemical low surface tension agent as one of fluorocarbons, fluorosilicones and silicones.

10. (Withdrawn.) The method of claim 6 further comprising the step of:

forming the first layer as a controlled permeability non-woven scrim comprises the step of:

forming the first layer of at least one layer of one of meltblown and spunbonded polymeric fibers.

11. (Withdrawn.) The method of claim 6 wherein the step of forming the first layer comprises the step of:

forming the first layer of a polymeric apertured film.

12. (Withdrawn.) The method of claim 6 wherein the step of forming the first layer as a control permeability non-woven scrim comprises the step of:

forming the scrim of a spunbond, meltblown, spunbond tri-laminate.

13. (Currently Amended.) A watershield mountable on a vehicle door, the watershield comprising consisting of:

means for forming a first layer of a hydrophobic, air restrictive but breathable face scrim;

means for forming a second layer of ~~one~~ an open-cell polymeric foam; and  
means for joining the first and second layers together.

14. (Currently Amended.) A vehicle door watershield mountable on a vehicle door, the vehicle door including an inwardly facing trim member and an outwardly facing panel member, the door shield comprising consisting of:

a laminate consisting of a first layer joined to a second layer;

wherein the first layer is oriented in the direction of the outer panel of the vehicle door and is formed of a controlled permeability hydrophobic non-woven scrim; and  
wherein the second layer is oriented in the direction of the inwardly facing member and is formed of one of a lofted fiber pad and an open-cell polymeric foam.

15. (Previously Presented) The vehicle door watershield of claim 14 wherein the non-woven scrim comprises:

at least one layer of meltblown polymeric fiber and at least one layered spunbonded polymeric fibers

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16. (Original.) The vehicle door watershield of claim 14 wherein the scrim comprises:  
a polymeric apertured film.
17. (Previously Presented) The vehicle door watershield of claim 14 wherein the lofted fiber pad of the second layer comprises one of polymeric and natural fibers.
18. (Previously Presented) The vehicle water door shield of claim 14 wherein the first layer has an air permeability greater than zero.
19. (Currently Amended.) The vehicle water door shield of claim 14  
wherein the second layer has an air permeability and wherein the air permeability of the first layer is  
coordinated with the air permeability of the second layer to optimize sound absorption frequencies.
20. (Currently Amended.) The vehicle door watershield of claim 14 wherein the layer  
comprises a chemical low surface tension coating agent applied to the first layer.
21. (Original.) The vehicle door watershield of claim 20 wherein the chemical low  
surface tension agent comprises:  
at least one of a fluorocarbon, fluorosilicone and silicone.
22. (Original.) The vehicle door watershield of claim 14 wherein:  
the first layer is formed as a spumbond-meltblown-spunbond tri-laminate.
23. (Currently Amended) A vehicle door assembly comprising:  
an outwardly oriented panel;  
an inwardly oriented panel;  
an interior trim panel overlaying the inwardly oriented panel; and  
a vehicle door shield positioned between the inwardly oriented panel and the interior  
trim panel, the vehicle door shield ~~eemprising~~ consisting of an inwardly oriented layer composed of  
a lofted fiber pad and an outwardly oriented layer formed of a non-woven hydrophobic scrim,  
wherein the vehicle door shield has an inwardly oriented surface formed from the lofted fiber pad.